

THE EVENING STAR
PUBLISHED DAILY, EXCEPT SUNDAY.
Business Office, 11th Street and Pennsylvania Avenue.
The Evening Star Newspaper Company.
S. H. KAUFFMANN, Pres.
New York Office: 128 Tribune Building.
Chicago Office: Boyes Building.
The Evening Star is served to subscribers in the city by carrier, and to those in the suburbs by mail. The price is \$10.00 per month, or \$1.00 per week. Copies at the counter, 2 cents each. By mail—anywhere in the U. S. or Canada—postage prepaid—50 cents per month. Saturday Quotidian Star, \$1 per year; with foreign postage added, \$1.05.
(Entered at the Post Office at Washington, D. C., as second-class mail matter.)
All mail subscriptions must be paid in advance.
Rates of advertising made known on application.

ABOARD THE INDIANA

Admiral Taylor's Story of the Naval
Fight off Santiago.

HIS OBSERVATION ON JULY 3, 1898

Lieutenant Bristol Examined Re-
garding His Estimates.

DISTANCES AND POSITIONS

The cross-examination of Lieut. Mark L. Bristol, watch and division officer of the Texas during the Spanish war, was resumed this morning before the Schley court of inquiry. Mr. Rayner closely questioned the witness on his statements made yesterday in regard to the accuracy of the stadimeter as an instrument for measuring distance.

The witness said the stadimeter became less reliable as the distance was increased and beyond 4,000 yards he was very careful to test the results of his measurements by that instrument. He regarded the sextant angle as more reliable than the stadimeter. In measuring distances on the Texas he had used both of these instruments, and from information he got after the battle was over he had been convinced that the distances he got were correct.

The Blockade of Cienfuegos.
The log book of the Texas was placed before the witness and he read from the entries of the 22d and 23d of May, while the flying squadron was before Cienfuegos. On the afternoon of the 22d the ship was engaged with the Spanish fleet, and at 6:25 o'clock it was seven or eight miles from the shore.

Q. (By Mr. Rayner) Then the distance of ten miles, which you stated as the distance the Texas was from shore, was your own estimate and was not based on anything you gathered from the log? A. That was my own estimate yesterday and it is now. Mr. Rayner read Admiral Schley's report on the line of blockade established at Cienfuegos "at four miles off shore and at night an inshore line was maintained consisting of variously of Scorpion, Dupont and Castine, etc."

Q. (By Mr. Rayner) If you are right the commodore is not correct about the way

that blockade was established off Cienfuegos? A. The statement I make I thought and believed to be right. I don't question other people's word. Q. Then you stand by your statement that the squadron was from four to six to ten miles from shore? A. I have to stand by my statement. Q. What is your recollection about the weather on the trip of the squadron from Cienfuegos to Sagua? A. There were moderate sea. The sea was that kind of a sea that a small boat could have been lowered at any time in my opinion. That will make it more plain than to say it was a moderate or fresh sea.

Q. Do you know anything about the Merrimac or Eagle delaying the squadron at any time on this trip? A. Personally I do not. I was not on board those ships.

The witness was then asked by Mr. Rayner to measure on the chart which he had placed before the court yesterday, and which was prepared by him largely from the log of the Texas, and read: "4 to 8 a. m. May 25 slowed down to five knots toward Sagua, followed by a signal by the Texas, 'Cannot see Eagle,' answer, 'Yes,'

stopped to let Eagle rejoin squadron." Next watch nothing about the Eagle. 4 to 6 o'clock no entry. "10:28 a. m. May 25 stopped again in obedience to signal from flagship. Machinery of Merrimac caused stop."

The Height of Morro Castle.
The witness was asked the height of the Morro and Socapa batteries. He said he was five or six miles from shore when he measured these distances, and he could not state what they were, accurately, though he could approximately. He judged they were 100 to 200 feet.

Q. (By Mr. Rayner) Are not Morro and Socapa more than 200 feet high? A. They are not, to my best recollection.

Q. Are you positive? A. Perfectly positive.

Mr. Rayner asked for the elevation of Morro and Socapa as shown on the chart before the court. This chart showed that the elevation of Socapa was 220 feet and of Morro Castle 220 feet.

Q. (By Mr. Rayner) Are you still positive that this chart is wrong and that you are right?

The judge advocate arose quickly and asked whether the witness had said he was positive. He objected to that class of questions.

Mr. Rayner said that the witness was under cross-examination, and he preferred to go on in his own way.

The judge declared that he had no objection to going on in his own way if he went in a proper way. The former

gave as the result of this measure 5,200 yards.

Mr. Rayner asked the witness whether the distance between the Texas and the Morro was 4,300 yards. Mr. Rayner said this distance as 4,300 yards, would change his mind about the measurement.

Q. Do you stand by that measure of 5,300 yards? A. No, I do not. I do not see any reason for correcting that position. There is a dock at the foot of the Morro, and I was not aboard the Indiana. This chart was made before I saw that report.

Mr. Rayner said that report that Capt. Taylor had seen that the latter had given this distance as 6,000 yards. Mr. Rayner asked if he cared to change his testimony in view of that.

"What I put down on that chart at that time," said the witness, "I believed to be correct, and I now give the distance I then decided upon."

The witness was then asked to measure the distance between the Brooklyn and the Texas. He said that the latter had given this distance as 6,000 yards. Mr. Rayner asked if he cared to change his testimony in view of that.

"What I put down on that chart at that time," said the witness, "I believed to be correct, and I now give the distance I then decided upon."

The witness was then asked to measure the distance between the Brooklyn and the Texas. He said that the latter had given this distance as 6,000 yards. Mr. Rayner asked if he cared to change his testimony in view of that.

"What I put down on that chart at that time," said the witness, "I believed to be correct, and I now give the distance I then decided upon."

The witness was then asked to measure the distance between the Brooklyn and the Texas. He said that the latter had given this distance as 6,000 yards. Mr. Rayner asked if he cared to change his testimony in view of that.

"What I put down on that chart at that time," said the witness, "I believed to be correct, and I now give the distance I then decided upon."

No. 15,170.

WASHINGTON, D. C., WEDNESDAY, OCTOBER 9, 1901—FOURTEEN PAGES.

TWO CENTS.

THE HEMP INQUIRY

More Testimony Submitted to the
Committee.

HAWKS AGAIN ON THE STAND

He is Disappointed in the Testi-
mony Given.

TELLS OF STOCK DIVISION

The expression of weariness that has unmistakably figured the countenances of the members of the Hawley committee—Senators Hawley, Burrows, Proctor, Harris and Cockrell—which is investigating the charges preferred against Col. H. O. S. Helstead by Mr. Ernest L. Hawks, was replaced today when it became apparent that the hearing was approaching a close, temporary at least. Senator Proctor was not present, but the others made up for his absence in their hopefulness.

Mr. Hawks resumed his testimony. Replying to Judge Mackey, he said when he arrived home from the Philippines he demanded of the Secretary of War the reasons for the revocation of his appointment. This was July 24, 1900. Mr. Hawks was about to relate what occurred at the time and the committee ruled it out.

"Then we will ask for the summoning of the Secretary of War," said Judge Mackey. "We will not summon the Secretary of War," said Senator Cockrell decisively. "Admiral Dewey—if the counsel puts words into the mouth of any witness which he did not utter you can bring it out at the proper time."

The judge advocate—that would not be the advantageous time. The advantageous time is now.

Q. (By Mr. Rayner) Do you stand by your statement that the map is wrong and you are right? A. I still stand by the statement I made, that I believe these batteries are between 100 and 200 feet above the water line.

Q. (By Mr. Rayner) Do you still say you were there? A. I say my recollection is between 100 and 200 feet.

Q. Seeing this chart, do you still say you are right? A. I say my recollection is between 100 and 200 feet.

Q. (By Mr. Rayner) If you are right the commodore is not correct about the way

that blockade was established off Cienfuegos? A. The statement I make I thought and believed to be right. I don't question other people's word.

Q. Then you stand by your statement that the squadron was from four to six to ten miles from shore? A. I have to stand by my statement.

Q. What is your recollection about the weather on the trip of the squadron from Cienfuegos to Sagua? A. There were moderate sea. The sea was that kind of a sea that a small boat could have been lowered at any time in my opinion. That will make it more plain than to say it was a moderate or fresh sea.

Q. Do you know anything about the Merrimac or Eagle delaying the squadron at any time on this trip? A. Personally I do not. I was not on board those ships.

The witness was then asked by Mr. Rayner to measure on the chart which he had placed before the court yesterday, and which was prepared by him largely from the log of the Texas, and read: "4 to 8 a. m. May 25 slowed down to five knots toward Sagua, followed by a signal by the Texas, 'Cannot see Eagle,' answer, 'Yes,'

stopped to let Eagle rejoin squadron." Next watch nothing about the Eagle. 4 to 6 o'clock no entry. "10:28 a. m. May 25 stopped again in obedience to signal from flagship. Machinery of Merrimac caused stop."

The Height of Morro Castle.
The witness was asked the height of the Morro and Socapa batteries. He said he was five or six miles from shore when he measured these distances, and he could not state what they were, accurately, though he could approximately. He judged they were 100 to 200 feet.

Q. (By Mr. Rayner) Are not Morro and Socapa more than 200 feet high? A. They are not, to my best recollection.

Q. Are you positive? A. Perfectly positive.

Mr. Rayner asked for the elevation of Morro and Socapa as shown on the chart before the court. This chart showed that the elevation of Socapa was 220 feet and of Morro Castle 220 feet.

Q. (By Mr. Rayner) Are you still positive that this chart is wrong and that you are right?

The judge advocate arose quickly and asked whether the witness had said he was positive. He objected to that class of questions.

Mr. Rayner said that the witness was under cross-examination, and he preferred to go on in his own way.

The judge declared that he had no objection to going on in his own way if he went in a proper way. The former

gave as the result of this measure 5,200 yards.

Mr. Rayner asked the witness whether the distance between the Texas and the Morro was 4,300 yards. Mr. Rayner said this distance as 4,300 yards, would change his mind about the measurement.

Q. Do you stand by that measure of 5,300 yards? A. No, I do not. I do not see any reason for correcting that position. There is a dock at the foot of the Morro, and I was not aboard the Indiana. This chart was made before I saw that report.

Mr. Rayner said that report that Capt. Taylor had seen that the latter had given this distance as 6,000 yards. Mr. Rayner asked if he cared to change his testimony in view of that.

"What I put down on that chart at that time," said the witness, "I believed to be correct, and I now give the distance I then decided upon."

The witness was then asked to measure the distance between the Brooklyn and the Texas. He said that the latter had given this distance as 6,000 yards. Mr. Rayner asked if he cared to change his testimony in view of that.

"What I put down on that chart at that time," said the witness, "I believed to be correct, and I now give the distance I then decided upon."

The witness was then asked to measure the distance between the Brooklyn and the Texas. He said that the latter had given this distance as 6,000 yards. Mr. Rayner asked if he cared to change his testimony in view of that.

"What I put down on that chart at that time," said the witness, "I believed to be correct, and I now give the distance I then decided upon."

The witness was then asked to measure the distance between the Brooklyn and the Texas. He said that the latter had given this distance as 6,000 yards. Mr. Rayner asked if he cared to change his testimony in view of that.

"What I put down on that chart at that time," said the witness, "I believed to be correct, and I now give the distance I then decided upon."

The witness was then asked to measure the distance between the Brooklyn and the Texas. He said that the latter had given this distance as 6,000 yards. Mr. Rayner asked if he cared to change his testimony in view of that.

"What I put down on that chart at that time," said the witness, "I believed to be correct, and I now give the distance I then decided upon."

The witness was then asked to measure the distance between the Brooklyn and the Texas. He said that the latter had given this distance as 6,000 yards. Mr. Rayner asked if he cared to change his testimony in view of that.

"What I put down on that chart at that time," said the witness, "I believed to be correct, and I now give the distance I then decided upon."

The witness was then asked to measure the distance between the Brooklyn and the Texas. He said that the latter had given this distance as 6,000 yards. Mr. Rayner asked if he cared to change his testimony in view of that.

"What I put down on that chart at that time," said the witness, "I believed to be correct, and I now give the distance I then decided upon."

CHARGES AGAINST TILLEY

ADmiral CASEY SENT TO SAMOA TO
INVESTIGATE.

The Commandant of the Tutuila Sta-
tion Ordered to Return to His
Post at Once.

Reports have reached the Navy Depart-
ment from Tutuila, Samoa, complaining of
the conduct of Captain Benjamin F. Tilley,
commandant at that station. It is alleged
that on more than one occasion the com-
mandant has been under the influence
of liquor, and that his conduct was unbecom-
ing an officer.

Acting Secretary Hackett has directed Ad-
miral Casey, commander-in-chief of the Pa-
cific squadron, to proceed to Samoa to as-
certain the truth with regard to the charge,
and, if necessary, to hold a court for the
trial of Captain Tilley.

The department has detached Captain Tilley
from command of the Abarenda and ordered
him to the station, and ordered him to proceed
by the next steamer from San Francisco to
Tutuila. Captain Tilley is now in this city,
and will start back to his distant post at
once.

The charges were received at the depart-
ment with surprise, since the record of
Captain Tilley has hitherto been unblem-
ished. The administration of his office, as
reported officially from time to time, has
been eminently satisfactory. There has
been no complaint of his conduct, and his
conduct was otherwise than it should have
been.

NEW ISTHMIAN CANAL TREATY.
This Country Will Guarantee Neutral-
ity of the Waterway.

There has been no surrender by England
to the United States in the matter of the
new isthmi canal treaty, according to the
best authority here. It is equally true that
the United States has sacrificed no principle
in these negotiations, and the effect of con-
trary statements is deprecated as likely to
seriously jeopardize the chances of the con-
summation of the convention which shall
finally and peacefully settle an issue that
has been a source of danger for the past
fifty years.

What has actually happened is that each
side has preserved the underlying principle
of the Clayton-Bulwer treaty, and the new
convention will provide for a waterway
which will be under the control of the com-
merce of the world. The Clayton-Bulwer
treaty, however, drawn half a century
ago, has not been so effective in mechan-
ism for giving effect to this purpose. Now
the new treaty simply provides this mechan-
ism. England is relieved from the guar-
antee of the Clayton-Bulwer treaty, and
some, and which being assumed by the
United States in toto is quite as effective.

Mr. Needham at this point handed Sen-
ator Cockrell for the committee's private per-
usal the check for \$100 he had drawn on
Riggs & Co. He also handed over to Sen-
ator Cockrell and his client the original let-
ter from the committee to the Hay-Pauncefote
Company drafts to Dudley & Michener.

"Am I to understand," asked Mr. Need-
ham, "that we are to produce the original
drafts?"

"I would like to have them," interjected
Mr. Hawks.

"I think you had better get them," re-
marked Senator Cockrell. "They can have
no earthly bearing on this inquiry, but in
view of Maj. Hawks' insatiable thirst for
them, you might as well satisfy his curios-
ity."

Mr. Hawks then asked to have several
copies made of the original drafts, mostly of
an unimportant character.

Mr. Hawks asked to one statement in his
direct testimony regarding Col. Helstead's
stock in the Hay-Pauncefote treaty. "Hel-
stead was not to subscribe for stock, but
was to receive it for the use of his com-
pany, and his personal influence to promote
the enterprise."

Mr. Coursey a Witness.
Finally the corrections were completed, and
then Mr. Needham asked to call Mr.
W. S. Coursey, former private secretary to
General Corbin and afterward private sec-
retary to Secretary of War Mr. Coursey
was sworn by Senator Hawley.

"What is the name?" inquired Judge
Mackey. "Mr. Horsey?"

Q. Asked if the Ots cablegram in reply to
Col. Helstead's had ever been in his hands,
Helstead said it had.

There was great difficulty in discovering
what Helstead meant by his testimony. The
witness was asked to relate what he had said
to Gen. Corbin about it when Judge Mackey
asked him to produce the original drafts. He
finally went to Col. Helstead and told him
the Ots cablegram was in answer to a pri-
vate dispatch from Col. Helstead, and that
he had his private secretary to take it to
be paid for by the government. All telegrams
of the character of Gen. Ots' were received
by the adjutant general, and Helstead had
been sent by an assistant adjutant gen-
eral.

Witness had no recollection of any similar
difficulty in finding the connection between
an answer and an original telegram.

Witness reiterated that Col. Helstead had
said when witness took him to the Ots dis-
patch, after searching half a day for the
person for whom it was intended, that it
was a private dispatch from Col. Helstead,
and that he would be paid for it by the gov-
ernment. Witness therefore delivered it to him.

Mr. Hawks Again.
Mr. Hawks was excused and Mr. Hawks
recalled. Replying to Senator Cockrell,
Mr. Hawks said that he never told Judge
Boyd about the manner in which Colonel
Helstead should get the stock, and what
he should do for it.

"The division of the \$150,000 worth of
promotion stock," he said, "was agreed on
by Colonel Helstead and myself in his
office. Our associates, according to a mem-
orandum prepared by Colonel Helstead and
initiated by both of us, were to receive
their stock without payment. It was to be
given them for their influence in promoting
the enterprise."

"Why did you not make this statement in
your former testimony?" asked Senator
Cockrell.

"A man can't think of everything," re-
plied Mr. Hawks.

"It is singular you did not think of such
an important thing as this before," con-
tinued Mr. Hawks, who said that it was
agreed between "me and Major Helstead" that
the \$150,000 stock was to be divided into
Hawks' hands and he was to divide it. His
recollection was that he was to give \$100,000
to Helstead and \$50,000 to himself, and the
rest was to be divided among the friends
Colonel Helstead had mentioned in his
cablegram.

"Helstead said he did not want his
friends to be known in the matter, and it
was to follow him would testify to facts
which would be associated with him."

"Why didn't you tell this when you were
testifying before?" again inquired Senator
Cockrell.

"I didn't say I didn't answer, and I'm
sorry for it. I stated it today on advice of
my counsel."

Continuing, Mr. Hawks said he expected
when he gave his direct testimony that
others interested in the company who were
to follow him would testify to facts which
would be associated with him.

"But they have given nothing but de-
nials, and by advice of my counsel, as I
said, I determined to relate the details
of the agreement between me and Major
Helstead."

"Was any one else present when that
agreement was made?" queried Senator
Burrows.

"No one, that I can remember."

"Did you ever communicate to either
Judge Boyd, Gen. Corbin, Mr. Allen or
any one else?"

"No, that I can remember."

"Did you ever communicate to either
Judge Boyd, Gen. Corbin, Mr. Allen or
any one else?"

"No, that I can remember."

"Did you ever communicate to either
Judge Boyd, Gen. Corbin, Mr. Allen or
any one else?"

"No, that I can remember."

"Did you ever communicate to either
Judge Boyd, Gen. Corbin, Mr. Allen or
any one else?"

"No, that I can remember."

"Did you ever communicate to either
Judge Boyd, Gen. Corbin, Mr. Allen or
any one else?"

"No, that I can remember."

"Did you ever communicate to either
Judge Boyd, Gen. Corbin, Mr. Allen or
any one else?"

"No, that I can remember."

AT THE WHITE HOUSE

President Roosevelt Has an Extremely
Busy Day.

A DELEGATION OF MILLERS

Complain of Discrimination Against
Their Products.

TALK ON RECIPROCITY

President Roosevelt was extremely busy
today and received a rush of visitors from
1:30 o'clock. One of the most important
matters considered by him was presented
by a delegation representing the merchant
millers and certain manufacturing interests
of Ohio, Indiana, Michigan, Pennsylvania,
Illinois, Kentucky, Tennessee, Missouri
and other states. The delegation was pre-
sented by Representative Charles Dick and
consisted of M. H. Davis of Shelby, Ohio,
president of the Winter Wheat Miller League,
an organization of merchant millers; C. H.
Seyt of St. Louis, secretary of the Illinois
State Millers' Association; E. F. Bacon of
Milwaukee, president of a league of manu-
facturing and millers' associations.

The complaint of the merchant millers
and allied associations is that the railroads
are discriminating against manufactured
and milled goods in favor of the raw ma-
terial, and that this enables manufacturers
in Great Britain and European countries to
compete successfully in their own markets
with the products of the millers.

The delegation was presented by
Representative Charles Dick and con-
sisted of M. H. Davis of Shelby, Ohio,
president of the Winter Wheat Miller League,
an organization of merchant millers; C. H.
Seyt of St. Louis, secretary of the Illinois
State Millers' Association; E. F. Bacon of
Milwaukee, president of a league of manu-
facturing and millers' associations.

The complaint of the merchant millers
and allied associations is that the railroads
are discriminating against manufactured
and milled goods in favor of the raw ma-
terial, and that this enables manufacturers
in Great Britain and European countries to
compete successfully in their own markets
with the products of the millers.

The delegation was presented by
Representative Charles Dick and con-
sisted of M. H. Davis of Shelby, Ohio,
president of the Winter Wheat Miller League,
an organization of merchant millers; C. H.
Seyt of St. Louis, secretary of the Illinois
State Millers' Association; E. F. Bacon of
Milwaukee, president of a league of manu-
facturing and millers' associations.

The complaint of the merchant millers
and allied associations is that the railroads
are discriminating against manufactured
and milled goods in favor of the raw ma-
terial, and that this enables manufacturers
in Great Britain and European countries to
compete successfully in their own markets
with the products of the millers.

The delegation was presented by
Representative Charles Dick and con-
sisted of M. H. Davis of Shelby, Ohio,
president of the Winter Wheat Miller League,
an organization of merchant millers; C. H.
Seyt of St. Louis, secretary of the Illinois
State Millers' Association; E. F. Bacon of
Milwaukee, president of a league of manu-
facturing and millers' associations.

The complaint of the merchant millers
and allied associations is that the railroads
are discriminating against manufactured
and milled goods in favor of the raw ma-
terial, and that this enables manufacturers
in Great Britain and European countries to
compete successfully in their own markets
with the products of the millers.

The delegation was presented by
Representative Charles Dick and con-
sisted of M. H. Davis of Shelby, Ohio,
president of the Winter Wheat Miller League,
an organization of merchant millers; C. H.
Seyt of St. Louis, secretary of the Illinois
State Millers' Association; E. F. Bacon of
Milwaukee, president of a league of manu-
facturing and millers' associations.

The complaint of the merchant millers
and allied associations is that the railroads
are discriminating against manufactured
and milled goods in favor of the raw ma-
terial, and that this enables manufacturers
in Great Britain and European countries to
compete successfully in their own markets
with the products of the millers.

The delegation was presented by
Representative Charles Dick and con-
sisted of M. H. Davis of Shelby, Ohio,
president of the Winter Wheat Miller League,
an organization of merchant millers; C. H.
Seyt of St. Louis, secretary of the Illinois
State Millers' Association; E. F. Bacon of
Milwaukee, president of a league of manu-
facturing and millers' associations.

The complaint of the merchant millers
and allied associations is that the railroads
are discriminating against manufactured
and milled goods in favor of the raw ma-
terial, and that this enables manufacturers
in Great Britain and European countries to
compete successfully in their own markets
with the products of the millers.

The delegation was presented by
Representative Charles Dick and con-
sisted of M. H. Davis of Shelby, Ohio,
president of the Winter Wheat Miller League,
an organization of merchant millers; C. H.
Seyt of St. Louis, secretary of the Illinois
State Millers' Association; E. F. Bacon of
Milwaukee, president of a league of manu-
facturing and millers' associations.

The complaint of the merchant millers
and allied associations is that the railroads
are discriminating against manufactured
and milled goods in favor of the raw ma-
terial, and that this enables manufacturers
in Great Britain and European countries to
compete successfully in their own markets
with the products of the millers.

The delegation was presented by
Representative Charles Dick and con-
sisted of M. H. Davis of Shelby, Ohio,
president of the Winter Wheat Miller League,
an organization of merchant millers; C. H.
Seyt of St. Louis, secretary of the Illinois
State Millers' Association; E. F. Bacon of
Milwaukee, president of a league of manu-
facturing and millers' associations.

The complaint of the merchant millers
and allied associations is that the railroads
are discriminating against manufactured
and milled goods in favor of the raw ma-
terial, and that this enables manufacturers
in Great Britain and European countries to
compete successfully in their own markets
with the products of the millers.

The delegation was presented by
Representative Charles Dick and con-
sisted of M. H. Davis of Shelby, Ohio,
president of the Winter Wheat Miller League,
an organization of merchant millers; C. H.
Seyt of St. Louis, secretary of the Illinois
State Millers' Association; E. F. Bacon of
Milwaukee, president of a league of manu-
facturing and millers' associations.

The complaint of the merchant millers
and allied associations is that the railroads
are discriminating against manufactured
and milled goods in favor of the raw ma-
terial, and that this enables manufacturers
in Great Britain and European countries to
compete successfully in their own markets
with the products of the millers.

The delegation was presented by
Representative Charles Dick and con-
sisted of M. H. Davis of Shelby, Ohio,
president of the Winter Wheat Miller League,
an organization of merchant millers; C. H.
Seyt of St. Louis, secretary of the Illinois
State Millers' Association; E. F. Bacon of
Milwaukee, president of a league of manu-
facturing and millers' associations.

The complaint of the merchant millers
and allied associations is that the railroads
are discriminating against manufactured
and milled goods in favor of the raw ma-
terial, and that this enables manufacturers
in Great Britain and European countries to
compete successfully in their own